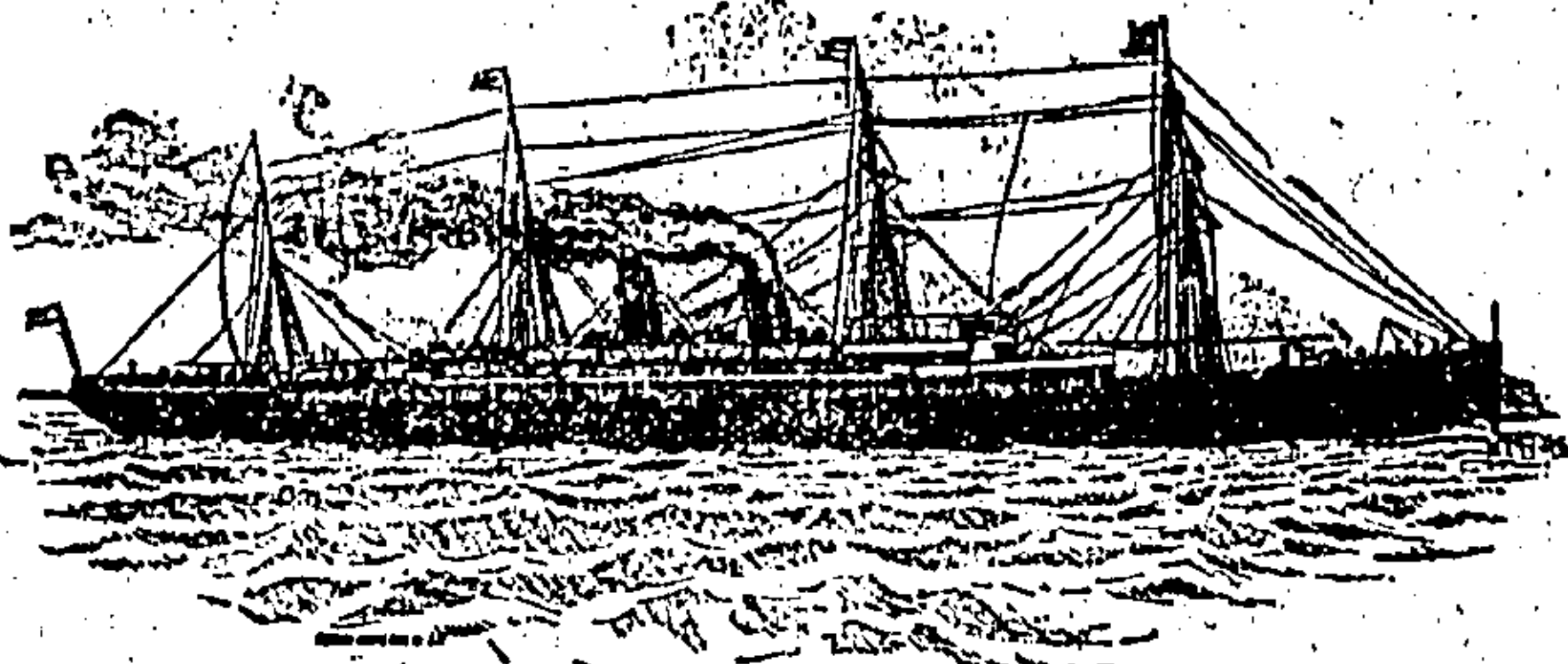






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" .....	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA" .....	1,276 "	SATURDAY, 26th December, at Noon.
"GA ELIO" .....	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA" .....	5,060 "	TUESDAY, 19th January, at Noon.
"DORIC" .....	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU" .....	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA" .....	11,284 "	SATURDAY, 13th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 9th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets taken to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-door life throughout; dock bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd December, 1903. J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" .....	6,000 Tons	WEDNESDAY, 16th December.
"EMPRESS OF CHINA" .....	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN" .....	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA" .....	6,000 "	WEDNESDAY, 10th February.
"TARTAR" .....	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA" .....	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA" .....	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN" .....	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA .....	HAVRE and HAMBURG.	15th Dec. } Freight.
Forst .....	(Calling at SINGAPORE and COLOMBO).	
NURNBERG .....	HAVRE and HAMBURG.	29th Dec. } Freight.
Jaburg .....	(Calling at SINGAPORE and PENANG).	
AMBRIA .....	HAVRE and HAMBURG.	5th January, 1904. } Freight.
Duckstein .....	(Calling at SINGAPORE and COLOMBO).	
NUBIA .....	NEW YORK	About end of } Freight.
von Hoff .....	Via SUEZ.	December.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 1st December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,363 tons	Captain H. D. Jones.
"POWAN" .....	2,338 "	G. F. Morrison, R.N.M.
"FATSHAN" .....	2,260 "	A. W. Dixon.
"HANKOW" .....	2,073 "	C. V. Lloyd.
"KINSHAN" .....	2,064 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG HIAN" .....	1,998 tons	Captain W. E. Clarke.
-------------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. } Sunday  
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,219 tons | Captain T. Hainlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	388 tons	Captain B. Branch.
"NANNING" .....	361 "	C. Butchart.
"TAK HING" .....	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 7th November, 1903.

## Entimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, ICE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

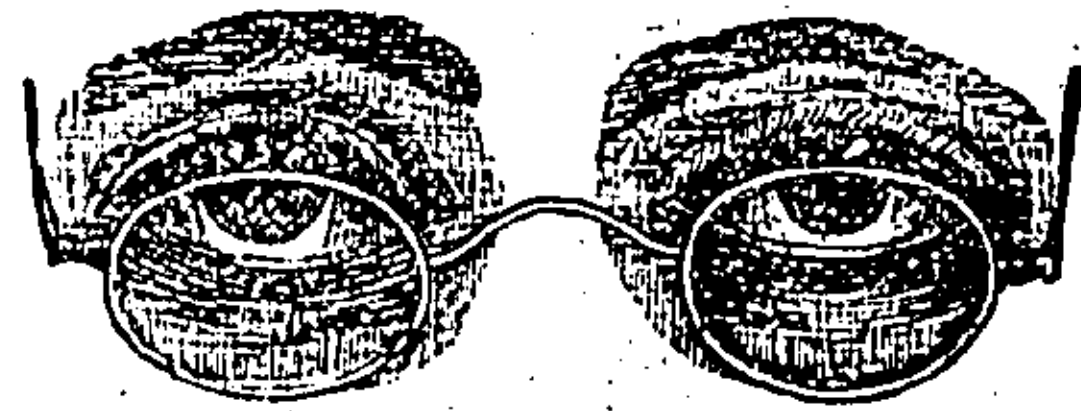
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2. upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA.

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## Amimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge,  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

EDWARDS, PIRY & COMPANY,  
LIMITED.

NOTICE is hereby given that an EX-  
TRAORDINARY GENERAL MEET-  
ING of EDWARDS, PIRY & COMPANY,  
LIMITED, will be held at the Company's  
Office, No. 1, Duddell Street, on TUESDAY,  
the 8th of December, 1903, at 11 o'clock in  
the forenoon, when the subjoined resolutions  
which were passed at the Extraordinary  
General Meeting of the Company held on the  
18th of November, 1903, will be submitted for  
confirmation as Special Resolutions:—

1. That this meeting approves of the pro-  
posed sale of the business of the Com-  
pany to Joseph Snowell Plant.
2. That the Company be wound up volun-  
tarily, so far as it was necessary for wind-  
ing up.
3. That Joseph Snowell Plant be and he is  
hereby appointed liquidator for the pur-  
poses of such winding up.

T. EDWARDS,  
S. D. PIRY,  
General Managers.  
No. 1, Duddell Street,  
Hongkong, 21st November, 1903. [1404c]

THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-  
SEVENTH ORDINARY MEETING  
of SHAREHOLDERS in the above Company  
will be held at the Head Office, Victoria,  
Hongkong, on TUESDAY, the 8th proximo,  
at Twelve o'clock Noon, for the purpose of  
receiving the Report of the Directors, together  
with Statement of Accounts to the 30th April  
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 24th inst. to the  
8th proximo, both days inclusive.

By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.

Hongkong, 16th November, 1903. [1374c]

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and  
MEXICAN DOLLARS, current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days' sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay  
Department, until 11 A.M., on MONDAY, the  
7th instant.

The Tenders to state the total amount re-  
quired (in Pounds Sterling), and the amount for  
which each Bill should be drawn, but no Bills  
will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed  
covers, addressed to the Chief Paymaster,  
Army Pay Department, and endorsed "Tenders  
for Government Bills."

The right to accept or reject any or all of the  
Tenders is reserved.

Forms of Tender can be had on application.

GEO. H. FERRIER,  
Colonel,  
Chief Paymaster, China.

His Majesty's Treasury Office,  
Queen's Road,  
Hongkong, 2nd December, 1903. [144c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUNPRACTICE  
will take place from Lyemun (Pak-sha-wan and  
Sywan Batteries) in the direction of the entrance  
to Junk Bay at ranges from 4,000 to 2,000  
yards, on the 11th of December, and from  
Stonecutters West Battery in a South-Westerly  
direction at ranges from 2,000 to 600 yards, on  
the 12th of December, 1903.

If the weather is unfavourable on either of  
the above dates, practice will take place on the  
14th of December.

Practice will commence at 9.30 A.M. on the  
11th and at 9 A.M. on the 12th, and end at  
11 A.M. daily, if the range is clear.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd December, 1903. [1451c]

## DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle " " at \$16.50

LAUBENHEIMER, Hock " " at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.,

Hongkong, 16th October, 1903. [1359c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the Military Authorities that heavy GUN  
PRACTICE will be carried out from Victoria  
Battery on the 16th of December, between 9  
and 11 A.M., if the range is clear, but if not it  
will be carried out at a later hour on the same  
date. The firing will be at a target moving  
from a point opposite Lower Belchers Battery,  
South-West of Stonecutters' Island, to Chung  
Hue, at a range of about 4,500 yards.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 1st December, 1903. [1444c]

## THE HONGKONG NURSING

INSTITUTION.

SUBSCRIPTION DANCE in aid of the  
Funds of the above Institution will take  
place in the CITY HALL, on TUESDAY, the  
12th January, 1904.

TICKETS (\$5 each) may be obtained from  
Mrs. C. W. DICKSON at Messrs. JARDINE,  
MATHESON & CO., or from any of the Members  
of the Committee.

K. GOODMAN,  
Hon. Secretary.

Hongkong, 4th December, 1903. [147c]

## MADAM FLINT &amp; CO.,

DRESSMAKERS.

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1432c]

## GREEN ISLAND CEMENT COMPANY,

LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. [19c]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903. [590c]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

RASTMAN'S  
KODAKS and



## DWARF MEN OF GUINEA.

THE APE-LIKE MARSH-DWELLERS RECENTLY DISCOVERED BY SIR F. WINTER.

The Melbourne correspondent of the London *Daily Chronicle* says: The interest of all scientific Australia has been aroused by the receipt by the Prime Minister of two reports from the ex-Administrator of British New Guinea, Sir Francis Winter, and the present Acting Administrator, Mr. Robinson, describing the extraordinary native tribes which these officials have discovered during their journeys into the interior of the new possession of the Commonwealth. Sir Francis Winter's report is the more interesting, for it gives to the world details concerning the curious marsh-dwellers, the dwarf Ahgai-ambo tribe. This remarkable race was found in an extensive tract of fen country near the Musa River, a watercourse between the Mambara River and Cape Nelson. This is Sir Francis's story of his discovery towards the end of last year—

Emerging from the forest [a dense forest near the Musa River] we came out on a flat covered with reeds and rank grass, and after walking a couple of hundred yards through this we arrived at the margin of an extensive sheet of shallow water. On the side of this mere, and close to a bed of reeds and flags, was a little village of the dwarf Ahgai-ambo tribe. After much shouting a man and woman came across to us. Each came in a small canoe, which, standing up, they propelled with a long pole. The Ahgai-ambo have, for a period that extends back beyond native tradition, lived in this swamp.

They never leave their morass and the Barugi assured us that they are not able to walk properly on hard ground, and that their feet soon bleed if they try to do so. The man that came on shore was, for a native, middle-aged. His feet were short and broad, and very thin and flat with, for a native, weak-looking toes. This last feature was still more noticeable in the woman, whose toes were long and slight, and stood out rigidly from the foot, as if they possessed no joints. The feet of both the man and the woman seemed to rest on the ground something like wooden feet would do. The skin above the knees of the man was in loose folds, and the sinews and muscles around the knee were not well developed. I had a good view of our visitor while he was standing towards me, and in figure and carriage he looked to be more apeline than any human being that I have seen.

Elsewhere in his report Sir Francis tells of another dwarf tribe, the Korobala, whose chief measured only 4ft. 3in. in height, and 26in. round the chest. This little nobleman dwells with his people on the upper reaches of the Kunusi River; he is declared to be "a staunch supporter of the Government."

Mr. Robinson's advance guard stumbled upon a member of a tribe quite new to the expedition.

He was small and slight of stature, his hair was bound in long stiff tails, and covered in a fool's cap of native cloth, the narrow end of which was allowed to fall down his back. Wherever we traversed a track our scout disclosed spear pits 6ft. in depth, the mouths cunningly concealed with a covering of twigs, earth, and leaves, furnished with spears with the points uppermost, ready to transfix the stranger who might fall into the pit. These natives, moreover, have a trick of planting small foot spears in the way, concealed by a few leaves, at such an angle that they will strike the foot of the passer-by. The natives here were of good stature and warlike. I saw no evidence of steel tools. They were all armed with formidable spears, shields, and stone clubs.

## Notice of Firm.

## NOTICE.

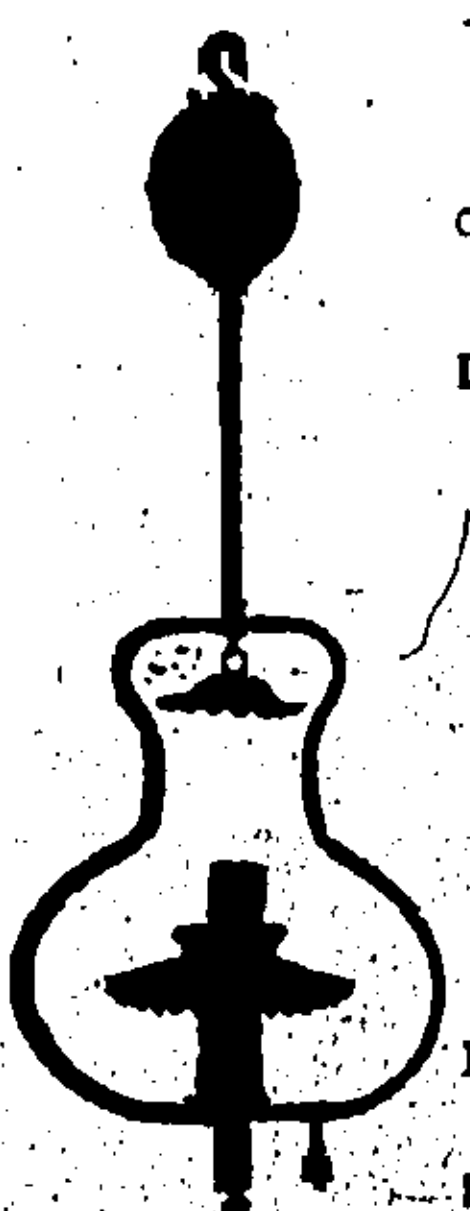
THE HONGKONG and CHINA GAS Co. beg to notify that on and after December 1st Mr. KUNG HING of 386, Des Voeux Road West, will be the Contractor for the purchase of the Company's COKE and TAR and orders for same should be addressed to him.

GEORGE CURRY, Local Secretary.

Hongkong, 1st December, 1903. [1438c]

## For Sale.

## FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE and GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace, Hongkong, 1st December, 1903. [1375d]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 4th May, 1899. [14]

## Intimations.

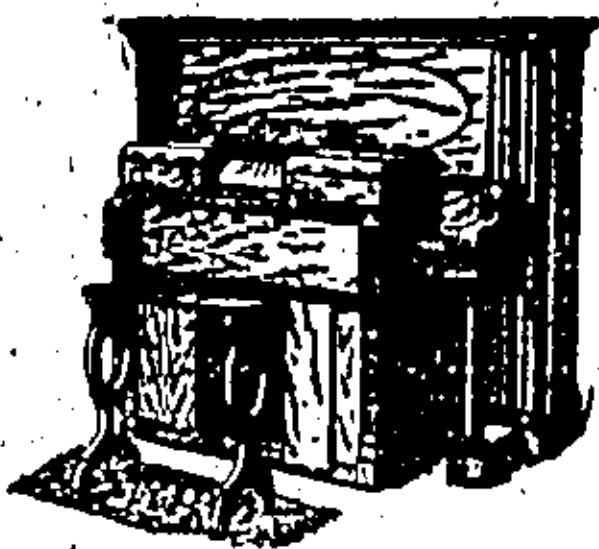
## THE ROBINSON PIANO Co., LTD.

## NOTE.

ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.

GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415e]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS, PRATA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES. ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1896. [18]

## THE NEW REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossan, Robert, Velpau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkable short-acting, often a few days only, removes all discharges from the bowels, restores the normal functions of the digestive tract, and does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

**THERAPION No. 2** is for use in the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poison matter from the body.

**THERAPION No. 3** is for use in the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poison matter from the body.

**THERAPION** is sold by the principal chemists and druggists. Price in England 4/6 and 4/9. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Licensed Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1894.

## Intimations.

YOU WILL NOT BE DECEIVED. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

**WAMPOL'S PREPARATION** is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS: 2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1129e]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week, ..... \$ 2.85  
One month ..... 7.20  
Two months ..... 13.00  
Three " ..... 20.00  
Six " ..... 37.50  
Twelve " ..... 73.00

No charge less than one dollar.

Discount allowed on—  
1 Months Contracts, ..... 1 per cent.  
6 " ..... 10 "  
12 " ..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

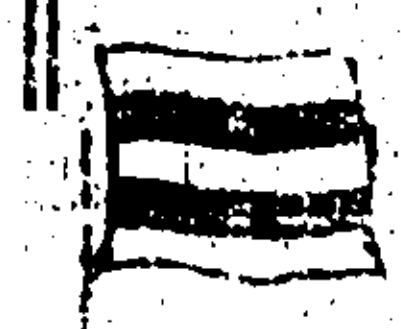
1, Ice House Road,

Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SAUNDAY, 11th Dec., at Daylight.
H. Fraser	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Dec., at 4 P.M.
TOKA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 18th Dec., at Daylight.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 15th Dec., at Noon.
F. L. Sommer	MOJI, KOBE and YOKOHAMA	SAUNDAY, 20th Dec., at Daylight.
KAGOSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TUESDAY, 29th Dec., at Noon.
K. Kofu	MOJI, KOBE and YOKOHAMA	TUESDAY, 29th Dec., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	
F. Davies	MOJI, KOBE and YOKOHAMA	
HIROSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	
J. Nagao	MOJI, KOBE and YOKOHAMA	
KAGA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	
N. Ohno	MOJI, KOBE and YOKOHAMA	

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA

Manager.

Hongkong, 4th December, 1903.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO. PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flaudin, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Port of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the "Australian Line" S.S. "Nora" bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 14th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th December, 1903. [1040c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1903-04.

Steamers.	Tons.	Captains.	1903-04.
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Tramont	9,666	T. W. Garlick	Dec. 24
Lyrat	4,417	G. V. Williams	Jan. 21
Olympia	2,837	A. Dixon	Feb. 12
Shawmut	9,665	W. M. Smith	Feb. 20

\* Cargo only.

Steamers marked (\*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th November, 1903. [1874d]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER. Hongkong, 2nd October, 1903. [11110d]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to Sell by PUBLIC AUCTION, on

MONDAY, the 7th December, 1903, at Noon, at the

CENTRAL POLICE STATION, 474 MARTINI-HENRY CARBINES, TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 3rd December, 1903. [1452e]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of December, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay in the Colony of Hongkong, for a term of 25 years, with the option of renewal at 25 YEARS RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1	Inland Lot No. 1,704.	235 feet by 310 feet 66.6 feet by 34.6 feet	28.450	938	14,175

Hongkong, 28th November, 1903. [1452e]

## Consignees.

## S.S. "SALAZIE."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 9th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 9th instant, or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 9th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1903. [1040c]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

IMPORTERS OF HIGH-CLASS  
**SHERRY.**

- B. SUPERIOR PALE DRY, Dinner  
Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White  
Capsule ... 13.50
- CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY,  
Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE  
DRY, Chocé Old Wine, White  
Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD  
PALE DRY, Very Finest Quality  
(old bottled), Black Seal Capsule 27.00

B, C, and CC are excellent Dinner Wines,  
D and E are After-Dinner Wines of a  
very superior vintage. All are guaranteed  
pure Xeres Wines.

Samples bottles and smaller quantities  
will be supplied at proportionate wholesale  
rates.

We only guarantee our Wines and Spirits  
to be genuine when bought direct from us in  
the Colony or from our authorised Agents  
at the Coast Ports.

**A. S. WATSON & Co.,**  
LIMITED,  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 216.  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

**FURNITURE  
DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [28d]

**CARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code

TELEPHONE, 232.

Hongkong, 20th March, 1903. [35se]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee Hing Road, and  
should be accompanied by the Writer's Name and  
Address. Ordinary business communications should be addressed  
to the Manager. The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$20 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue in any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, DECEMBER 5, 1903.

## RUSSIA AND JAPAN.

It seems that the general opinion in naval  
circles, as regards the comparison of the  
Japanese fleet with that of Russia, is that  
Japan is superior in point of speed and  
homogeneity; otherwise, in actual fighting  
strength the two are well matched. On the  
other hand, Russia can augment her naval  
forces with a few armoured cruisers, which  
Japan is at present not in a position to do.  
With trait to her military strength, Russia  
has 250,000 troops in the Far East and could  
mobilize two army corps if required. Her  
military authorities consider that they could  
not be attacked at any point by a superior  
Japanese force; but they are not quite so  
sanguine about their fleet, though they do  
not admit that the Japanese are superior  
to themselves in this department. As  
a matter of fact, to all outward appear-  
ances, these two Powers in the Far East,  
are very evenly matched all round in  
material. In these columns we recently  
gave a short sketch of the Japanese army  
system, and we shall now proceed to examine  
her naval strength as compared with that of  
Russia. Of battleships, she has eight alto-  
gether, two being more in the nature of  
armoured cruisers and the others larger  
and more powerful. Four out of these six—  
the *Mikasa*, *Araki*, *Shikishima* and *Hatsue*  
are thoroughly modern and the other two,  
namely the *Fuji* and *Yashima* are some  
seven years old. These ships are all about  
15,000 tons displacement and heavily armed,  
with a high speed and large coal capacity.  
The *Fosco* and *Ching Yuen* are somewhat  
smaller. The Japanese cruiser squadron is  
fast and homogeneous, with an average ton-  
nage of about 10,000. There are six of these  
thoroughly up to date and fast vessels with  
several in reserve that could be quickly put  
into commission. Russia has, in Chinese waters;  
eight battleships, only five of which, however,  
may be ranked as first-class. There are  
the *Retvizan*, *Petravodlovsk*, *Poltava*, *Sensai-  
topol* and *Tsuresvitch*. All these ships are  
equally well armed, and average something  
under 13,000 tons. Thus, it will be seen  
that, in point of tonnage, the Japanese battle  
fleet is superior and, as regards first-class  
battleships, Japan has one more. On the other  
hand, Russia has three second-class battle-  
ships, the *Peresvot*, *Pebeida* and *Osskhalabya*.  
Their speed is good and, unless handicapped  
by sailing with the rest of the fleet, they  
could do about eighteen knots, which would  
allow of their being used as heavily armoured  
cruisers. It is doubtful if the rest of the  
fleet could, as a whole, do more than fourteen  
knots under normal conditions. The *Tsur-  
vitch*, which is the newest, is only about three  
years old. Russian cruisers in the East are  
rather mixed, but, of the largest, there is  
no one vessel of similar build in Japan  
that can favourably compare in point of  
tonnage. Take, for instance, the *Gromoboi*,  
of over 12,000 tons, and very powerful. There  
are also the *Bayan*, *Rurik* and *Rossia*, the  
two latter being about ten years old. Then  
come the *Diuna*, *Pallada* and *Varyag*, fast,  
but a good deal smaller. With respect to tor-  
pedo vessels and small craft, the two fleets are  
about equally well matched Japan having  
perhaps the advantage. Altogether, the  
balance appears slightly in favour of Japan,  
though it is difficult to foresee what  
would be the exact part played by  
modern armoured cruisers in a fleet  
action, however, there is no doubt that  
efficient scouting, which is the cruisers main  
business, is absolutely essential, and it appears  
that, here, Japan should have a marked  
advantage under the present state of affairs.  
Moreover, the Russian seaman has not got  
a very good name; he is treated, in some  
cases, with an harshness almost amounting  
to brutality, and this is most calculated to  
develop intelligence which, now-a-days, is so  
much required at the guns. It was different  
in the old days of three deckers, where the  
main thing was to fire the guns as rapidly as  
possible towards a large target. Russian sea-  
men are pressed men and have not got the  
reputation of taking the same pride in their  
service as the Japanese. The development of  
the Japanese Navy has been so rapid during  
the past fifteen years that one hesitates to form  
a definite opinion as to its thoroughness, and  
it remains to be seen in a naval engagement  
how much will depend upon the fortune of  
war, how much upon the education of officers,  
and men and, lastly, how much upon the  
individuality of character in the nations  
engaged.

## LOCAL AND GENERAL.

APPLICATIONS for this age brokers' licences  
for the year 1904, under Ordinance No. 1 of  
1889, will be received at the Harbour office  
from the 14th to the 31st instant.

PUBLIC latrines are to be erected on the west  
of the Bowrington Canal, in Canal Road West,  
and on the vacant land on the north side of  
Bridges Street, near Ching Woon Street.

MESSRS. A. G. M. Fletcher and J. J. Bullen  
have been appointed deputy registrars of  
marriages, the former with effect from and in-  
cluding the 17th inst., the other from the 4th  
inst.

H.E. the Officer Administering the Govern-  
ment has approved the appointment to the  
Hongkong Volunteer Corps of Dr. E. A. R.  
Laing as lieutenant (supernumerary medical  
officer).

A NEW issue of unified stamps has been re-  
ceived in Penang, and will be issued to the public  
as soon as the old ones have been sold out.  
Applications have already been received from  
stamp collectors in England for copies of the  
new issue.

THE adhesion of Russia to the terms of the  
Sugar Convention is now imminent, says a  
recent cable from Brussels. Baron Korff, the  
Russian delegate, has had conferences with the  
Permanent Commission, the effect of which has  
been to remove all difficulties. The conditions  
of Russia's adhesion are now being drawn up.

ON Monday afternoon on the Happy Valley the  
Hongkong Football Club "A" team will  
play H.M.S. *Thunder* under Association rules.  
Kick-off at 4.30 p.m. The following will play  
for the Club—C. C. Hickling, goal; H. C.  
Austin and J. M. Forster, backs; L. C. Rees;  
W. T. Caulfield, and H. C. Gray, halves; E. J.  
Davies, C. H. R. Chesney, A. J. Darby, W. H.  
Williams, and H. F. Chard, forwards.

BY virtue of the authority vested in him by the  
third section of the Hongkong Extension, Ex-  
emption Ordinance, 1889, the Officer Adminis-  
tering the Government has ordered and declared,  
that the Licensing Consolidation Ordinance,  
1887, shall, from the 27th ult., apply to the New  
Territories, in so far as it relates to the licens-  
ing and regulation of public vehicles and of  
traffic carried on by means of such vehicles.

INFORMATION has been received from the mili-  
tary authorities that heavy gun practice will  
be carried out from Victoria Battery on the 10th  
of December, between 9 and 11 a.m., if the  
range is clear, but if not it will be carried out  
at a later hour on the same day. The firing  
will be at a target moving from a point opposite  
Lower Belchers Battery, South-West of Stone-  
cutters' Island, to Chung Hui, at a range of  
about 4,500 yards.

THE Negri Sembilan Estimates for the ensuing  
year have been published. At the end of the  
current year it is estimated that there will be  
a credit balance of \$126,060, including a sum of  
\$129,907 brought forward on January 1st. The  
balance of assets over liabilities on December  
31st, 1904, is estimated at \$434,549.53. The  
chief public works are \$15,000 for Serenban  
water-supply; \$40,000 out of \$50,000 for public  
offices; \$10,000 towards Astana at Sri Menanti;  
and roads.

GUN practice will take place from Lyemun  
(Pak-sha-wan and Sywan Batteries) in the  
direction of the entrance to Junk Bay at ranges  
from 2,000 to 4,000 yards on the 11th of Decem-  
ber, and from Stonecutters West Battery in a  
south-westerly direction at ranges from 600  
to 2,000 yards, on the 12th of December, 1903.  
If the weather is unfavourable on either of the  
above dates, practice will take place on the  
14th of December. Practice will commence at  
9.30 a.m. on the 11th and at 9 a.m. on the 12th,  
and end at 11 a.m. daily, if the range is clear.

THE following returns of the average amount  
of bank notes in circulation and of specie in  
reserve in Hongkong, during the month ended  
30th November, 1903, as certified by the man-  
agers of the respective banks, are published in  
the *Gazette*:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, .....	\$3,299,206	\$1,000,000
Hongkong and Shang- hai Banking Cor- poration, .....	11,864,505	7,000,000
National Bank of China, Limited, .....	443,640	150,000
Total, .....	\$5,106,951	\$8,150,000

WITH reference to the Japanese gun on South-  
sea Common, "The Red Commander" writes to  
*Truth*—I, for one, am grateful to you for call-  
ing attention to the absurd mistake in the  
descriptive plate fixed on the carriage of the  
Japanese gun presented by the Queen and  
placed by Portsmouth Corporation on Southsea  
Common. Year after year I wrote in courteous  
terms pointing out the error, and my letters ap-  
peared in the local Press. Finally, in despair,  
about twelve years ago, I offered to subscribe  
one shilling if nineteen others would do the  
same to provide a new plate, in case financial  
difficulties stood in the way. But even this  
generous offer produced no results. May your  
appeal be more successful! I hope, however,  
that the cannon will not be removed. It pos-  
sesses considerable historical interest, showing  
that at a time when Japan was a closed country,  
and when the impression generally prevailed  
that its people fought with bows and arrows,  
they really possessed guns equal to those of  
European nations. And those who, like my-  
self, faced these guns can justify that they were  
handled in a manner that would have done  
credit to the gunners of any nation.

CAUSE of plague is reported as having occurred  
during the past twenty-four hours, an infected  
(Chinese) body being found near 355, Des  
Vaux Road, West.

TWENTY-FOUR subscription griffins, being the  
first batch of animals coming down from  
Shanghai for the race season, are expected to  
arrive to-morrow, per the *Choyung*.

## RICKSHA FARES.

IN THE NEW TERRITORY.

The following fares for the hire of rickshas  
on the new Tai Po Road beyond New Kowloon  
are published in the *Gazette*:

To 4th mile—single	75 cents
return	1.25
Beyond 4th to 6th mile—single	1.00
return	1.50
Beyond 6th to 8th mile—single	1.25
return	2.00
Beyond 8th to 10th mile—single	1.50
return	2.50

Fares for journeys beyond the 10th mile to  
be a matter of previous arrangement in each  
case.

The fares apply to one ricksha with three  
coolies from Tsim Sha Tsui.

CANADIAN PACIFIC RAILWAY  
COMPANY.

## TWENTY-SECOND ANNUAL REPORT.

Mr. D. E. Brown, general agent of the C. P.  
R. Co. for China, Japan, India, etc., forwards  
to us the twenty-second annual report of the  
directors of the Canadian Pacific Railway Com-  
pany for the year ended June 30th, 1903, which  
we have pleasure in reproducing as under:

The accounts of the company for the year  
ended June 30th, 1903, show the following  
results:

Gross earnings	\$17,123,373.04
Working expenses	26,126,527.26
Net earnings	\$15,835,845.78
Interest on deposits and loans	\$614,932.41
Interest due from the Dachau, South Shore and Atlantic Ry. Co. on Con- solidated bonds held by the company	\$604,280.00
Less advanced by the company	142,280.00
Interest from Minneapolis St. Paul & Sault Ste. Marie Ry. Co. on bonds held by the company	159,720.00
Interest from Mineral Range Rail- road Co. on bonds held by the company	50,160.00
	1,226,812.41

Deduct fixed charges	\$17,123,373.04
	2,059,197.27
Surplus	\$10,076,145.97
Deduct amount applied against cost of steam- ships	150,000.00
From this there has been charged a half-yearly dividend on pre- ferred stock of 2 per cent., paid last April, 1903	650,000.00
And a half-yearly dividend on ordi- nary stock of 2 1/2 per cent., paid last April, 1903	2,112,500.00
	2,762,500.00
	\$ 7,313,645.97

From this there has been declared  
a second half-yearly dividend on  
preferred stock of 2 per cent.,  
payable 1st October, 1903, .....

2. The working expenses for the year amount-  
ed to 63.97 per cent. of the gross earnings, and  
the net earnings to 36.03 per cent., as compared  
with 62.44 and 37.56 per cent. respectively in  
1902.

3. Your directors deemed it desirable to ac-  
quire for your company control of the Kingston  
and Pembroke Railway, extending from Ren-  
frew, on your main line, to Kingston, on Lake  
Ontario, a distance of 14 miles. It has been  
arranged that this be done at a cost of \$848,744,  
and you will be asked to approve the expendi-  
ture—21,602 shares of the preferred stock and  
35,182 shares of the common stock, constituting  
about 83 per cent. of the whole capital of the  
Kingston and Pembroke Railway company, will  
be deposited with your treasury securities. The  
line is now being operated under working  
arrangements with that company, pending the  
execution of a formal lease which will be sub-  
mitted for your approval.

4. For several years past your company has  
been operating the Calgary and Edmonton  
Railway for account of the owners, receiving  
in return the benefit of all the traffic in either  
direction between points on the Calgary and  
Edmonton line and points reached by your  
system. The country along the line has  
been settled with considerable rapidity  
and the contributed traffic has grown to  
large proportions. Under these circum-  
stances, your directors thought it wise to  
prevent the possibility of the railway passing in-  
to unfriendly hands, and, therefore, they entered  
into an agreement to lease the line, extending  
from Macleod to Edmonton, in Alberta, a dis-  
tance of 295 miles, for a period of ninety-nine  
years, guaranteeing, by way of rental, 4 per  
cent. per annum on the Calgary and Edmonton  
Railway Company's Consolidated debenture  
stock, amounting to £1,121,700. To ensure  
the complete control of the property and its  
franchises, your directors committed to pur-  
chase for your company all of the capital stock  
of the Calgary and Edmonton Railway Com-  
pany for the sum of \$500,000. You will be  
asked to formally sanction their action and to  
approve the lease.

5. An agreement has been made with the  
Lindsay, Bobcaygeon and Pontypool Railway  
Company for the lease, on its completion, of  
that company's line from Burlington, on the  
main line of your Ontario and Quebec Section,  
to Lindsay and Bobcaygeon, a distance of  
about 40 miles. The rental to be paid is 4 1/2  
per cent. of the gross earnings, but not less than \$20,000

per annum, with the option in your company  
of acquiring the full ownership of the property  
at any time within twelve years, by undertaking  
to pay an increased rental not exceeding in all  
\$18,000 per annum. The agreement will be  
submitted for your approval.

6. The residue of the issue of preference  
stock previously authorized by you for the pur-  
poses of the company, amounting to £733,082,  
was created and sold during the year. Four  
per cent. consolidated debenture stock to the  
amount of £764,350 was also created and sold,  
and the proceeds were used to cover the cost  
of the Pacific coast steamships, and for the  
acquisition of the bonds of other companies,  
whose lines constitute a portion of your system,  
the interest on which had, with your authority,  
been guaranteed by your company.

7. The land sales for the year amounted to  
2,639,617 acres for the price of \$9,695,673, being  
an average of \$3.67 per acre.

8. During the year the guarantee of your  
company to the interest was endorsed on con-  
solidated bonds of the Minneapolis St. Paul and  
Sault Ste. Marie Railway Company to the  
amount of \$2,454,000, representing the cost of  
122 7/10th miles of additional railway constructed  
by that company.

9. To meet the pressing requirements of  
settlers, many of whom came into the country  
during the past two years, your directors au-  
thorized the construction of a railway between  
Regina, on the main line, and Acola, the pre-  
sent terminus of the Pipestone Branch, a dis-  
tance of about 113 miles; and an arrangement  
has been made whereby the Manitoba and  
North-Western Railway will be extended an  
additional distance of 33 miles. You will be  
asked to approve the construction of these lines  
and to authorize the creation and sale of suf-  
ficient 4 per cent. consolidated debenture stock  
for the purpose.

10. The original \$25,000,000 of 5 per cent.  
land grant bonds having been satisfied, the  
mortgage securing them has been canceled.  
There remain outstanding \$15,000,000 land  
bonds bearing interest at the rate of 3 1/2 per  
cent. per annum guaranteed by the Dominion  
Government. The proceeds of the sales of  
lands covered by the mortgage securing these  
bonds will be deposited with the Dominion  
Government in accordance with the terms of  
the statute. Five hundred thousand dollars  
have been thus deposited during the past year,  
and the amount due on deferred payments will  
go far toward liquidating the whole amount in  
the next few years, when the residue of your  
lands will be relieved of the mortgage and the  
bonds will become a government obligation; in  
the meantime, the government pays interest on  
the deposits at the rate of 3 1/2 per cent. per  
annum.

11. Under the authority of the resolution  
passed at the last annual meeting, your direc-  
tors purchased from the Elder Dempster Com-  
pany fifteen steamships constituting that com-  
pany's Canadian-Atlantic fleet, the purchase  
price of the vessels and of the good-will of the  
seller being \$1,417,500 sterling. This amount  
has been temporarily advanced from your sur-  
plus earnings pending the issue and sale of 4  
per cent. consolidated debenture stock to a like  
amount which you will be asked to authorize  
at this meeting. An unfortunate accident  
resulted in the loss of one of the freight  
steamers. The amount required in excess of  
the insurance to replace this vessel will, of  
course, be charged against revenue.

12. Of the proceeds of the sale of \$19,500,000  
ordinary shares, there had been expended to  
the end of the fiscal year \$17,228,953 (see ex-  
hibit "H"), and there were orders outstanding  
for cars and locomotives undelivered amount-  
ing to \$3,221,865. Since then additional orders  
have been placed to the amount of \$1,351,000,  
and it is proposed to continue the policy of  
increasing the rolling stock equipment as rapidly  
as circumstances will permit, until the com-  
pany is well ahead of its immediate require-  
ments. When these contracts have been filled,  
the proceeds of the issue of common shares, as  
well as the amount of \$3,000,000 appropriated  
from surplus earnings, will have been absorbed.  
The cost of cars and locomotives purchased  
during the last couple of years has been sub-  
stantially increased, because of the necessity  
for getting so many of them outside of Canada,  
and paying the Canadian duty on their import-  
ation. In the near future, when your own  
shops have been completed, it is expected that  
you will be able to build yourselves most of  
the cars and locomotives required, thus saving  
the manufacturers' profit and the duty. Your  
directors will ask authority to expend \$5,000,000  
during the next year on various classes of  
equipment in addition to all orders that have  
been placed up to this time.

Many of the new works on which capital has  
been expended are being carried out on a more  
comprehensive scale than was originally con-  
templated, and the increase of nearly 50 per  
cent. within three years in the tonnage moved  
annually has made it imperative that you should,  
for the convenience of the public and your own  
financial advantage, provide forthwith many  
additional facilities, calculated to assist in pro-  
moting promptness and economy in the handling  
of your traffic, that under ordinary conditions  
might have been spread over a number of years.  
Notwithstanding your large outlay in the past  
for lands, tracks, buildings and other works at  
your more important terminals like St. John,  
Montreal, Toronto, Ottawa and Winnipeg, the  
facilities at most of these points are quite  
inadequate for present demands, and, as a  
result, there is frequent congestion resulting  
in inconvenience and expense to everybody  
concerned. With a view to remedying these  
conditions, and in order that the work of bring-  
ing your property to a high standard of  
efficiency may be continued without cessation,  
you will be asked to authorize the directors to  
expend capital for these general purposes to an  
amount not exceeding \$4,500,000.

For the Directors,

T. G. SINGHNESSY,

President.

SHAKESPEAREAN RECITAL  
AT THE CITY HALL.

## ROMEO AND JULIET.

The audience that attended at the Theatre  
Royal last evening was select and courageous.  
Not everyone will risk the painful disillu-  
sions so often experienced when listening to  
the rendering of a masterpiece of our "Divine  
William" by a single personage; for, in this  
branch of the dramatic art, there are nei-  
ther the cunning similitudes of scenic art, diversity  
of characters, nor the brilliant and romantic  
splendour of costume, contemporary to the  
epoch depicted in the play, that aid the imagi-  
nation of the spectator to a conviction of its  
realism when witnessing an elaborately staged  
drama. Mrs. Hannibal Williams had at her  
disposal, for the captivation of her audience, the  
most glorious song of praise on that inexpress-  
ible feeling, which ennobles the soul and gives  
to it its highest sublimity, and her own talent  
for declamation. Without the second the first  
would have been no joy, but a long  
drawn agony. "One step above the sublime  
makes the ridiculous, and one step below the  
ridiculous makes the sublime again." That  
Mrs. Hannibal Williams succeeded in holding  
her audience under the spell of the grandest  
poem to love that poet has ever sang, imparting  
to her listeners all the continued emotion pro-  
voked by the ideal picture of purity of heart,  
warmth of imagination and passionate intensity  
of feeling, there can be no doubt. There were  
faults to find, of course, but where is the  
Englishman, possessing the cult of our Divine  
dramatist, who would declare himself content  
in every detail with even the most seemingly  
perfect representation of the dramas or com-  
edies of the master? Shakespeare is a religion  
with us, and the old saw, to the effect that many  
family libraries in Britain consist of the Bible  
and the works of the Bard of Stratford-on-Avon,  
will still hold good in a large measure. There-  
fore, to his ardent admirers, it will for ever be  
that the finest rendering of our glorious drama-  
tist can only be on a stage of our own imagi-  
nation, peopled with actors, born of our cherished  
fancies. Enough has been written on the  
origin of this drama to fill the columns of this  
paper for a year, yet for conventions sake,  
though it be with a sentiment akin to remorseful  
sacrifice, must we touch lightly upon the subject.  
Romeo and Juliet has its origin in an Italian  
story done into English in a remarkable poem  
entitled "The Tragical History of Romeo and  
Juliet," containing in it a rare example of  
true constancy. With the Subtilt Counsels and  
Practices of an old Friar, and their ill event."  
The original tragedy, which is said to have  
actually occurred in Verona, in the year 1303,  
differs considerably from that which Shake-  
speare has made immortal. In the original  
Romeo first saw Juliet at Christmas, and nine  
months elapsed before the course of their true  
love ended in death. Shakespeare compresses  
the nine months of his original history into  
five days, and in five acts tells the whole, sweet  
drama of youthful passion. He has done so  
with such force of transcendent genius, that no  
other story but that which he has told can ever  
more be accepted as the correct one. Yet in  
the story of "Romeo and Juliet," the lovers  
lived for "a month or twain" the joys of their  
wedded love, and for "certain months"  
Romeo supported as best he could the agonies  
of exile. The Bard changed all this, and  
restricted to one divine night the consummation  
of that love of which there is no purer and more  
passionate expression in all the literature of the  
world.

Last night Mrs. Hannibal Williams gave us  
Scenes 1, 2, 3 and 5 of Act I, Scenes 1, 2, 4  
and 5 of Act II, Scenes 1 and 4 of Act III,  
Scenes 1 and 3 of Act IV, and Scenes 1, 2 and  
3 from Act V. She was really excellent in the  
love scenes (Scene 2, Act II and Scene 5,  
Act II), but her rendering of the immortal  
heroine's fearsome despair, when about to  
drink the potion supplied by Friar Laurence  
(Scene 3, Act IV), savours too much of the  
deep passion of a womanhood; and would  
suit the gruesome tragedy of Lady Macbeth  
rather than the touching misery of the gentle  
Juliet. From time to time Mrs. Hannibal  
Williams let slip, *malgré elle*, a suspicion of  
the trans-Atlantic accent, and she would do  
well to watch this, for it jars on artistic tem-  
peraments strained to a pitch by the thrilling  
beauty of the text and the dramatic interest of  
plot. Her diction, delivery and expression  
were alike of the best. This success augurs  
well for the performance to be given on Tues-  
day next when Mr. Hannibal Williams will  
render that grand drama *Henry IV*, in his first  
and only appearance in this city. A special  
notice on the subject appears elsewhere in  
these columns.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Kumsang*) 7th inst.  
Austrian (*Chinglu*) 8th inst.  
German (*Kiautschou*) 8th inst.  
American (*America Maru*) 8th inst.  
Canadian (*Tartar*) 9th inst.  
Tacoma (*Victoria*) 13th inst.  
American (*Korea*) 15th inst.  
Canadian (*Empire of China*) 21st inst.  
American (*Galle*)



## TELEGRAMS.

(Reuter's.)

## Great Britain and the United States.

LONDON, 3rd December.  
Sir Mortimer Durand, in presenting his credentials to President Roosevelt, informed him that the King had directed him to assure the President of his earnest desire that the existing friendly relations between the United States and Great Britain might be maintained and strengthened. President Roosevelt cordially reciprocated His Majesty's desire for the friendship and good will of the two countries.

LATER.

## Great Britain and Tibet.

The St. Petersburg correspondent of the *National Zeitung* says that the British action re Tibet was initiated in the nick of time to prevent the proclamation of a Russian protectorate, and that Russian statescraft has not suffered so serious a reverse since 1878.

## The Purchase of Chilean Warships.

Great Britain has bought the two warships, recently built in England, for Chile, for £1,875,000, complete. Chile asked £2,200,000 for them in February last, which Great Britain refused to give.

## Russia and Japan.

The reported Russo-Japanese agreement is discredited in Tokyo.

## Opening of the German Reichstag.

The Reichstag has been opened. The Kaiser, who invariably attends, was absent from the ceremony.

## ANTARCTIC EXPEDITION.

THE RELIEF SHIPS "TERRA NOVA" AND "MORNING."

The *Terra Nova* and *Morning*, the two Antarctic relief ships, are now at Hobart, and they will start out about the first week in December to the relief of the *Discovery*.

The *Terra Nova* is described as a fine stamper of vessel, barque-rigged, and is fitted with powerful engines, enabling her to push her way through the ice. She was built in 1884 by Messrs. Alexander Stephen and Sons, Dundee, and, at the time of her launch, was, as she is now regarded, the chief *decourse* of this noted firm in marine architecture as applied to Arctic navigation. The ship is 187 ft. long, 31 ft. beam, and 19 ft. deep, and is of 430 tons net, and 744 tons gross. The engines are of 120 nominal horse-power. The planking of the hull is 4 in. in thickness in the bottom, and 5 1/2 in. in the top sides, and consists of specially selected oak and elm. This is fastened on the outside with ironbark and green heart, from 2 1/2 in. to 3 in. in thickness.

At the bows, extending to 8 ft. or 9 ft. "ice chocks" of ironbark, the greatest thickness of which is 9 in., fortify this part of the ship against the strain involved by the impact with ice. Heavy knees of oak render the forepart of the vessel almost solid, the mass of timber at this part being almost 10 ft. in thickness, fore and aft, binding and bracing the stem to the keel and adjoining frames. The bows above and below the water line are further protected by heavy steel plates, while the outside face of the stern is fortified by a steel plate 18 in. broad and 3 1/2 in. in thickness.

The main timbers of the framing, which is of solid oak, is about 1 1/2 in., and there is also an inside 3 1/2 in. thick, giving the ship's side a mean thickness of over 2 1/2 in. Further strength is imparted by the vessel being braced diagonally by beams 14 in. square. The vessel can steam between nine and ten knots. She was formerly engaged in the sealing industry, and was chartered by the British Government to relieve the National Antarctic expeditionary steamer *Discovery*. A smart lot of work was performed at Dundee in fitting the *Terra Nova* out for this expedition, the vessel being entirely re-barque-rigged in ten days.

The *Terra Nova* left Dundee on August 21, and on the 26th H. M. second-class cruiser *Minerva*, 560 tons, and of 19 knots speed, took her in tow at Portlaoine, arriving at Gibraltar on August 31, where she was handed over to the second-class cruiser *Thetis*, of similar tonnage and speed, reaching Port Said on September 7. Both these vessels towed the *Terra Nova* at a speed of 12 knots. She left at noon next day under her own steam arriving at Suva on the 9th, and leaving immediately. Arrived at Suva on September 14, and left on the 15th in tow of the second-class cruiser *F. 1*, 430 tons, 19 knots, being towed at the rate of eight knots to the north of Suva Island, from which stage the *Terra Nova* made the remainder of the passage herself, steaming and sailing alternately. Beautiful weather prevailed until the vessel made the meridian of Cape Leeuwin. At this point heavy gales and high seas were experienced. Big seas broke aboard, and a boat was smashed.

The *Terra Nova* carries a crew of 35 all told. Captain Harry McKay, a Dundee whaling skipper, is in command, and has the following officers:—Chief, A. P. Jackson; second, A. J. Elms; third, R. W. Day; chief engineer, A. Sharp; second, W. Smith; third, C. McGregor; surgeon, W. C. Souter; purser and steward-in-charge, R. H. Morgan.

The *Morning* is in command of Captain Colbeck, and carries a crew of about 30. She and the *Terra Nova* will sail for M'Urdo Bay, in the Gr. at Southern Continent, where it is expected the *Discovery* will be found. The *Morning*, it will be remembered, has already communicated with the *Discovery* once this year. The *Morning* is 32 years old, having been built by the late Sydenhoy of Tonsberg, Norway, in 1871. She was bought in 1899 for £3,800, and another £2,000 were expended in fitting her out for the expedition. The testing of the ship for stability and introduction of ballast tanks ran into £500. The vessel can carry 318 tons of coal, besides deck loads, and 107 tons of provisions. She is barque-rigged, and has engines of sufficient power to propel her at the rate of eight knots. Her draught loaded is 19 ft.

## OUTBREAK OF FIRE.

LAST NIGHT.

Shortly before midnight yesterday a somewhat serious outbreak of fire occurred in the mass of buildings, comprised between Wyndham St., Wellington St., D'Almeida St., and Queen's Road, Central. The conflagration took place in a house, which was being demolished prior to re-construction, situated almost in the centre of the block designated. A few minutes after the first alarm had been given, the firemen from the Central and No. 5 Stations were upon the scene with the necessary appliances. Some difficulty was experienced in reaching the seat of the outbreak, the only means of access being through two narrow lanes leading out to Wellington and Wyndham Streets. The firemen, European and Chinese alike, lost no time in getting to work and, thanks to their efforts and to the fact that the burning building was a mere shell without floors, the conflagration was mastered in a little over thirty minutes. The event created some excitement in this densely populated district, and several European residents in the surrounding houses, torn from their peaceful slumbers, were to be seen parading the street and awaiting expectantly the results of the struggle of those who were "fighting the fire." The night was bitterly cold, and the feelings of the general public, owing to the apparent urgency of the case, had descended into the road with an overcast over their pyjamas, can better be sympathized with than expressed. It is to be hoped that, when all danger had disappeared, they were soon able to recover that comforting temperature conducive to a peaceful slumber.

## THE PRESERVATION OF WOOD FROM FIRE AND DECAY.

The need for a satisfactory method of preserving wood from fire was brought into additional prominence recently by the lamentable Paris tube catastrophe. Sir Ralph Moor, K.C.M.G., who has made a careful study of the question, gives an account in *Paper Magazine* of the Ferrell processes, which have already gained marked distinction, and have been found to preserve wood effectively, not only from fire but also against the ravages of time.

In a recent issue of the *Times* the writer was led to call attention to the valuable discoveries and inventions of Mr. Joseph L. Ferrell, of Philadelphia, for treating wood to preserve it from fire and decay, for which the inventor has recently been awarded the Elliott Cresson gold medal of the Franklin Institute of Philadelphia, which is an institution somewhat similar to the Royal Society in England. The award in question is the highest one in the gift of the Institute. The importance of the position held by wood for all structural works cannot be exaggerated.

The first study necessary in this art is evidently a critical examination of the structure of wood generally, and of each kind of wood in particular, in order to determine the possible general method of treatment, as also the particular method applicable, to obtain the desired results in dealing with each and every class of timber.

To arrive at the necessary knowledge of the structure of wood, thousands of sectional specimens, transverse, radial, and tangential from every kind of timber had to be taken to study exhaustively the fibre, cells, pores, medullary rays, and general structure, and exhaustive experiments had to be carried out to determine the actual saturation necessary in the treatment of each particular kind of timber.

The next point of investigation was to determine a chemical substance suitable for use in solution for the treatment of timber against fire and decay, which should meet the following necessary requirements:—

- (1) To render wood fire resistant in the highest degree, and to preserve it against decay.
- (2) To have no deleterious effect on the wood, but, on the contrary, serve rather as a preservative and absolute germicide.
- (3) To have no injurious effect on the strength of the wood, but rather to increase it.
- (4) To have no hygroscopic qualities.
- (5) To reduce no efflorescence.
- (6) To preserve the natural colour of the wood.
- (7) To have no injurious effect on varnish or paint applied to the surface of treated wood.
- (8) To be non-volatile under action of heat.
- (9) To exert no corrosive or rusting action on metallic substances.
- (10) To admit of wood after treatment being easily worked with tools, and not to add materially to its weight.
- (11) To be so cheap as to render the treatment with it commercially practicable.

A further exhaustive experiment sulphate of aluminium was determined as the principal chemical substance for employment in the Ferrell solutions—not that it met all the essential requirements, but it was found that in conjunction with other chemicals it could be made to meet them fully, and in this way by careful and exhaustive experiment the solutions were determined.

## COMMERCIAL.

In their report, of to-day's date, Messrs. Erich Georg & Co. state:—

The firmer feeling reported in our last circular has made further progress, and but for the reluctance of holders to part with their stocks at present rates, business would have been transacted on a larger scale, there being several buying orders in the market, which could not be filled owing to the higher rates demanded now. The sterling demand rate on London is 8 1/2, while the rates of exchange on Shanghai close at Tis. 7 1/4 for a T/T, and Tis. 7 1/4 to Tis. 7 1/4 for a three days' sight Private Paper.

## WEEKLY SHARK REPORT.

Messrs. Benjamin, Kelly and Potts report of 4th inst. states:—Modest progress has been made in stocks during the past week and the whole active list is better. The general position is decidedly more satisfactory and a further improvement in the higher class investments has to be chronicled.

Banks.—Hongkong and Shanghai Banks have been going up by leaps and bounds and we make the closing rate \$670. In London the stock has still further advanced, the latest advices to hand quoting £54. Our quotation for Nationals is \$30.

Marine Insurance.—A small parcel of Unions have changed hands at \$49. China Traders have found buyers at \$61, and further sales of Canteons have been effected at \$175.

Fire Insurance.—We have heard of no transactions in either stock.

Shipping.—Hongkong, Canton and Macao Steamboats have been disposed of at \$31, \$31 and \$31, and can now be placed at \$31. Indo-China has been on the rise and are required for \$76 after sales at the rate. Douglas Steamships have again been sold and more shares are wanted at \$30. Star Ferries have been taken off the market at \$28 and \$18 for the old and new shares respectively, and are in further request at these prices. Shell Transports have inquiries at the improved rate of £1 3/4. Taku Tugs are quiet at Tis. 36 Shanghai Tugs remain unchanged at Tis. 5 1/2 (old) and Tis. 50 (new).

Refineries.—China Sugars have been booked at \$103, \$104 and \$105.

Mining.—There is nothing doing locally. In Shanghai, Chinese Engineerings are reported sold at Tis. 5 1/2.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are steady at \$206. Fanhuams have further risen and sales have been made at Tis. 128. Kowloon Wharfs have been in strong request and have advanced to \$91. Shanghai and Hongkong Wharfs have weakened to Tis. 205 at which figure, however, shares are in demand.

Lands, Hotels and Buildings.—Hongkong Lands have been done at \$151 and close with buyers at \$150. There are buyers of Shanghai Lands at Tis. 103. Hongkong Hotels have ruled steady and business at \$146 has resulted. Astor House Hotels can be placed at \$28, and Hotel des Colonies have been sold in the North at Tis. 131. Humphreys Estates are firm with sales at \$11. China Providents continue in demand at \$9.

Cotton Mills.—Ewos have inquiries at Tis. 34, otherwise there is no change to report.

Cigar Companies.—Sumatras have advanced and business has been done at Tis. 52.

Miscellaneous.—Green Island Cements have been the medium of a fair business at \$23 and 23 1/2, and close in demand at \$24. Sales are reported of China Borneos at \$8. A. S. Watsons have been fixed at \$14 1/2 the interim dividend of 50 cents paid on the 10th ultimo. Electric (old issue) are wanted at \$12 1/2, and the new shares are unchanged with buyers at \$61. Hall and Holz can be placed at \$32 1/2 and Central Stores have improved to \$27. Langkats continue on the upward move and have changed hands at Tis. 310 and Tis. 312 1/2 closing firm at the latter price.

## FORTNIGHTLY MARKET REPORT.

Cotton.—Market ruled firm and prices have advanced \$1 to \$2 per picul all round. Sales are reported of about 900 bales at \$27 to \$28 per picul. The unsold stock is estimated at about 700 bales.

Yarn.—The fall in the rate of exchange made importers firm and asked for higher prices, of which the Chinese dealers took advantage and sold a good lot of their former cheap purchases. The business reported during the fortnight are for immediate requirements only. The prices show an increase of from one to two dollars and a half all round.

Sales are reported of about 1,500 bales. Arrivals about 2,000 bales. The unsold stock is estimated at about 340 bales. No sales are reported in local yarn. Japanese about 75 bales changed hands at \$127.

Malwa Opium.—remained firm and with an advance in prices a fair lot changed hands. Sales are reported of (according to quality) New, 12 chests at \$90, 14 chests at \$93, and 10 chests at \$94. Old, 7 chests at \$95, 4 chests at \$96, 7 chests at \$98. Older, 8 chests at \$1,000, 13 chests at \$1,000, 8 chests at \$1,030, 19 chests at \$1,040, and 6 chests at \$1,050. Oldest 6 chests at \$1,060, 4 chests at \$1,080, and 5 chests at \$1,100, in all about 128 chests. The unsold stock is estimated at about 620 chests.

Benzol Opium.—Prices show a great increase and business is reported of Patna of about 987 chests at \$1,125 to \$1,165. Benares about 254 chests at \$1,125 to \$1,165 per chest. The unsold stock is reported of Patna about 728 chests, Benares about 241 chests.

Miscellaneous Quotations:—  
Ivory.....\$305 to 703 Borax.....\$18  
Senna.....5 1/2 Beans.....3  
Cassia.....15 1/2 Camphor.....65 to 120  
Salt-petre.....11 1/2 Cloves.....16 1/2 33  
Oil-nutm.....10 1/2 Vermilion 87

## YARN MARKET REPORT.

In their report, dated 4th inst., Messrs. Cawasjee, Pallanjee & Co. state:—Since the issue of our last circular dated the 20th ultimo our yarn market has been quite featureless. It was generally expected that after the recent operations were ended, demand would be resumed, but up to the present moment buyers are not at all anxious to operate freely, but on the contrary, a quieting their former cheap holdings at an advantage. Importers on the other hand are not free sellers owing to a heavy drop in exchange, and firmness of market, wired from India. Business transpired for immediate requirements only at an advance of from fifty cents to a dollar and a half per bale on last month's quotations. A very trifling business is reported throughout the fortnight. The demand for No. 107 has much slackened and only 100 bales of two chops changed hands; dealers are in moderate request at the advance of about \$8 per bale. No. 10 to 15 usual moved to a good figure compared with other counts. Nos. 85 and 65 are not much inquired for. Sales during the past fortnight comprised of about—40 bales of No. 85—975 bales of No. 105—250 bales of No. 125—140 bales of No. 165—and 100 bales of No. 205—in all about 1,555 bales. Arrivals per steamers *Ballaarah*, *Lalsang*, *Hiroshima Maru*, *Palamcottah* and *Lightning* of about 2,000 bales. Shipments to Shanghai and the Northern ports about 3,500 bales. The unsold stock is estimated at about 34,000 bales.

Local Production.—No sales were reported. Japanese Yarn.—About 75 bales of No. 205 were sold at \$127 per bale.

Exchange.—We have to report another drop, and business was done for the outgoing mail, on India at Rs. 129 1/2. London at Sh. 1/8 1/2 d.

## RAUB REPORT.

The Gen. Manager's report on Raub for the four weeks ending Nov. 7th says:—  
I beg to submit my monthly report on your mining and milling operations. The mine measurements, and assay results of prospecting work, prepared by the mine manager, show a total of 161 ft. for the period (4 weeks) under review; made up of 24 ft. sinking, 78 ft. driving, and 59 ft. cross-cutting, as against a total of 148 ft. for the previous four weeks.

MINES.  
New Main Shaft.—This has been sunk 23 ft. making a total depth of 205 ft. The water is steadily increasing, and at this depth is almost getting beyond the capabilities of the present appliances, causing a hindrance to the work which augments the cost.

BUKIT KOMAN.  
340 ft. South.—This end has been extended 26 ft., making a total of 202 ft. The lode averages 5 ft. in, and assays 9 dwt. There is general absence of quartz, some very small seams only carrying the gold.

do. North.—This has been driven 24 ft., bringing the total to 160 ft. The lode is 50 in. wide and averages 10 dwt. There is a great improvement in its appearance, much more quartz showing than has been the case for some time; it is also of higher grade than any before met with north of the shaft on this level.

240 ft. North.—Driven Hanging Wall Branch.—Here 14 ft. has been added, the total now reaching 52 ft. The lode averages 30 in. and is worth 20 dwt. per ton. As before stated, this is only a dropper from the main lode, and the present end indicates that it is passing below the level of this drive. It having almost disappeared from the end, except at the bottom, it is not thought necessary to drive on it further; it will be worked below from the No. 1 winze north, connecting to the 300 level. For the whole distance of 52 ft., it has been of fair grade.

At the 240 level two winzes are to be started at once, one north (to be known as No. 2 north), and one south (to be known as No. 3 south). These will prove the extent of the lode and will open up ground for sloping.

140 south: drive off air shaft.—This has been advanced to 27 ft., making 14 ft. for the month. It has been connected with the main 140 in. drive and a few days now will see this finished and the rails laid.

140 in. north: cutting for slope filling.—59 ft. of this work has been done.

Stopes.—The following stopes are yielding milling stone:—  
Above the 340 south: 1 stop; lode 73 in. wide, worth 4 dwt.  
Above the 240 level: 2 stopes; lode 83 in. wide, worth 6 dwt.  
Above intermediate (300 ft.): 4 stopes; lode 84 in. wide, worth 9 dwt.

Above 140 ft. north and also on the parallel lode (before reported on): 2 stopes; lode 60 in. wide, and worth 12 dwt.

Bukit Hitam.  
Stopes above the 260 level: 2 stopes; lode 19 in. wide, and worth 9 dwt.

Plant and machinery, with constant attention continue much as usual.

The concrete foundations for Cornish Pump Bob pit at Komon old main shaft are complete, and the Bob has been lifted into position, and is also finished. The first sweep-rod is coupled up, and foundations are being got ready for the new electrically-driven pumping plant. The masonry foundations for the new electric hoist are likewise being proceeded with. Separate Milling Return and Cost Sheet accompanying this.

Milling Return for 4 weeks ending 7th Nov., 1903.  
Stamps working: 24.  
Period of work: 128 days; less time: 11 day (56 hr. 30 min.), of which 1 hr. 5 min. was due to Stamp, and remainder to clean-up and mill repairs.

Ore milled: Komon 2,861 tons.  
Hitam 520 tons, Total 3,381 tons.

Milford 128 tons per stamp per 24 hours.  
Amalgam Yield: 2,347 oz., giving 251 oz. melted gold—34.72.

Dullion Yield: 500 dwt. per ton milled—74.15% of contents.

Bullion fineness: 998.3.  
Mercury loss: 2.8 lbs. per 100 tons milled—1.58 oz. per oz. bullion.

Tailings: Assays 1.74 dwt. per ton—58.25% of contents.  
Estimated Cost for 4 weeks ending 7th November, 1903.

European Salaries 4,504.28  
Wages, Development 760.40  
Ore Raising 4,693.30  
Surface 3,750.50

Timber, fuel and charcoal 285  
Sundries, Petrols 116.35  
Royalty 1,096.13  
Stores 1,771.19

Cost per ton.—\$4.19—3 dwt.  
Expenditure on Capital a/c.

Komon \$1,435.05  
Buildings 214.40  
New Main Shaft 3,956.99  
Total \$6,686.83

G. G. WAINFORD LOCK,  
General Manager.

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest  
MALWA NEW.....@ 920/950  
LAST YEAR.....@ 920/1,000

OLDEST.....@ 1,801/1,000  
PATNA NEW.....@ 1,170  
BENARES NEW.....@ 1,167  
PERSIAN (PAPPA).....@ 800/850

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ..... 8 9/16  
Bank Bills, on demand ..... 1/8 1/2  
Credits, 4 months' sight ..... 1/9  
Credits, 6 months' sight ..... 1/9 1/2  
ON BERLIN, Bank Bills, on demand ..... 1/7 1/2  
ON PARIS, Bank Bills, on demand ..... 2/19  
ON NEW YORK, Bank Bills, on demand ..... 41 1/2  
Credits, 30 days' sight ..... 42 1/2  
ON BOMBAY, Telegraphic Transfer ..... 127 1/2  
On demand ..... 127 1/2  
ON SHANGHAI, Telegraphic Transfer ..... 127 1/2  
Private 30 days' sight ..... nom.  
ON YOKOHAMA, T.T. .... 8 1/2  
Sovereigns, Bank's Buying Rate ..... \$11.68  
Gold Leaf 100 touch, per tael ..... 60.40  
Bar Silver ..... 25 1/2

## To-day's Advertisements.

CHATRE'S NEW INDIAN CIRCUS.

Patronised by H. M. the Empress Dowager and other Royalty of China.

CHANGE OF PROGRAMME.

TO-NIGHT  
LAST PERFORMANCE.

HARRY CENTO the Favourite Clown.

In a  
CIRCUS TENT NEAR CENTRAL MARKET.

MANAGERIE of highly-trained animals,  
LIONS, TIGERS, ELEPHANTS, &c., &c.  
MARVELLOUS GYMNASTIC  
EXERCISES.

WONDERFUL ACTS IN BAREBACK  
RIDING.

RUSSIAN SINGING AND DANCING.

Particulars from the Expresses.

Tickets can be obtained from  
H. RUTTONJEE,  
5, D'Almeida Street, Hongkong, and  
37 & 38, Elgin Road, Kowloon.

VASU ANNA, Manager.  
Hongkong, 5th December, 1903. [1416e]

## GOVERNMENT NOTIFICATION.

THE TELLING BY PUBLIC AUCTION SALE, to be held on MONDAY, the 7th day of December, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Kowloon Tong, New Kowloon in the Colony of Hongkong, for a term of 75 Years, commencing on 9th March, 1904.

PARTICULARS OF THE LOT.

LOCALITY.	Boundary Measurements.	Area in Square Feet.	Annual Rent.	Upset Price.
Kowloon Tong.	190 ft. x 166 ft. 165 ft.	18,000	45	50
New Territory.	36 ft. x 13 ft. 13 ft.	468	2	20

Hongkong, 5th December, 1903. [1463e]

## GOVERNMENT NOTIFICATION.

THE TELLING BY PUBLIC AUCTION SALE, to be held on MONDAY, the 7th day of December, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of CROWN LAND, near Tai Po in the New Territory, for a term of 75 Years.

PARTICULARS OF THE LOTS.

LOCALITY.	Boundary Measurements.	Area in Square Feet.	Annual Rent.	Upset Price.
Near Tai Po	94 ft. x 114 ft. 37 ft. 56 ft.	4,591	8	50
New Territory	36 ft. x 13 ft. 13 ft.	468	2	20

Hongkong, 5th December, 1903. [1464e]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"  
Captain Passmore, will be despatched for the above Ports, on TUESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LAURIE & CO.,  
General Managers.

Hongkong, 5th December, 1903. [1461e]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUSCHOU"  
of the HAMBURG-AMERIKA LINE,  
Captain Behrens, due here with the outward German Mail about THURSDAY A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 5th December, 1903. [561e]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA

"EASTERN,"  
Captain W. Ellis, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.











HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS

FAMED FOR  
SHIRTS.  
28, Queen's Road.

# Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

## High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.